

The China Mail.

ESTABLISHED FEBRUARY, 1840.

VOL. XLVII. NO. 8841.

號七月五日一千九百零八年

HONGKONG, WEDNESDAY, MAY 27, 1891.

日十二月四日卯年

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

London—F. Alcock, 11 & 12, Old Bond Street, London, W.; E. C. George, 30, Cornhill; Gordon & Gourlay, Agents General, 10, Old Bond Street, London, W.; G. H. Gurney & Co., 3, Newgate Street, London, E.C.; W. H. Gurney & Co., 150, Newgate Street, London, E.C.; W. M. Willis, 151, Newgate Street, London, E.C.; Robert Watson, 150, Fleet Street.

PARIS AND EUROPE.—AMADEP PARIS, 30, Rue Laffitte, Paris.

NEW YORK.—J. E. SWARZER, HAPFER, THE CHINESE EXTRADITION OFFICE, 62, West 22d Street.

SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

CEYLON.—W. M. SMITH & Co., The ANTHRAQUINE CO., Colombo.

SINGAPORE, STRAITS, &c.—SAVAGE & CO., Singapore; C. HENKES, 20, Newgate Street.

CHINA.—M. A. A. DA CRUZ, Amoy; N. MOULIN, Foochow; HEDGES & Co., Shanghai; LANE, CRAWFORD & Co., and KELLY & WALKER, Yokohama; LANE, CRAWFORD & Co., and KELLY & CO.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$9,296,677.07; EXCISE FUND, \$6,806,593.31; EXCESS LIABILITY OF DIRECTORS, \$9,296,677.07.

COURT OF DIRECTORS, Chairman—J. S. MOSS, Esq.; Deputy Chairman—S. C. MUGHALKAR, Esq.; H. L. DALSTYME, Hon. J. J. KERWINE, Esq.; T. E. DAVIES, Esq.; A. E. CONACHEY, Esq.; C. J. HOLLOWAY, Esq.; L. PONTEIGNEUR, Esq.; H. HOFFMANN, Esq.; D. R. SAGGON, Esq.

ACTING CHIEF MANAGER, F. DE BOVIE, Esq.; MANAGER, Shanghai; JOHN WALTER, Esq.; LONDON, PARIS.—London and County Bank.

HONGKONG. INTEREST ALLOWED.

Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits:

For 3 months, 3 per cent. per annum.

8 " 4 per cent. "

12 " 5 per cent. "

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

F. DE BOVIE, Acting Chief Manager.

Hongkong, March 11, 1891. 383

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORIZED CAPITAL, \$2,000,000; PAID-UP CAPITAL, \$680,000.

LONDON.—40, Threadneedle Street, West End Office, 25, Cockspur Street.

BRANCHES. IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives Money on Deposit, Buys and Sells Bills of Exchange, Issues Letters of Credit, forwards Bills for Collection, and Transacts Banking and Agency Business generally, on terms to be agreed upon.

INTEREST ALLOWED or Discounted:

Fixed for 12 months, 3 per cent. per annum.

8 " 3 "

On Current Deposit Accounts, 2 per cent. per annum on the daily balance.

E. W. RUTTER, Manager.

Hongkong, September 4, 1890. 1362

NOTICE.

RULES OF THE HONGKONG SAVINGS BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Every depositor, on depositing 10 to 125,000,000 to 1.

2.—Sums less than \$1, or more than \$250 at one time will not be received. No deposit may exceed more than \$2,500 in any one year.

3.—Depositors in the Savings Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3 per cent. per annum will be allowed to depositors on their daily balance.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make more than two entries in their Pass-Books, but should see them to be written up to date twice a year, about the beginning of January and beginning of July.

6.—Correspondence is to be addressed to the business of the Bank, or marked On Hongkong Post Office is forwarded free by the nearest British Post Office in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the HONGKONG & SHANGHAI BANKING CORPORATION.

F. DE BOVIE, Acting Chief Manager.

Hongkong, January 1, 1891. 704

Intimations.

"CAMPHYLENE"
A NEW DISINFECTANT, GERMICIDE,
INSECTICIDE, AND ANTIMICROBE.

A Powerful and effective Non-poisonous
and Non-corrosive Disinfectant for
use in Sick Rooms, for fumigating Clothing,
Bed Linen, &c., and for general use as an
attractive indoor Disinfectant for Closets,
Lavatories, Sinks, &c.

It has a pleasant smell, and is similar to
Camphor as regards its property of evaporation.
The warmer the weather or climate,
the more effective is its action.

Prevents Moth in Clothes, Furs, Carpets,
&c. Drives away Flies, Mosquitoes, and
other Insects.

Camphylene to suit its various uses is
manufactured in several forms, viz.—
Balls, Solid Blocks, and Powder.

The Balls and Solid Blocks are sold in
Tins at 50 Cents, \$1, \$1.50 and \$2 each.
The Powder in Tins at 50 Cents, \$1 and
\$1.50 each. The largest sizes are the
cheapest in proportion.

A. S. WATSON & Co., LIMITED.

CHEMISTS BY APPOINTMENT.

Sole Agents for HONGKONG, CHINA, AND MANILA.

BRANCH ESTABLISHMENTS.

A. S. WATSON & Co., LIMITED.

THE SHANGHAI PHARMACY, SHANGHAI,
24, Nankin Road.

BOTICA INGLEZA, MANILA,
14, Escolta.

THE CANTON DISPENSARY,
CANTON ROAD, CANTON.

THE DISPENSARY, FOOCHEW.

THE DISPENSARY, TIENSIN.

LONDON OFFICE,
106, Fenchurch Street, E.C.

THE HONGKONG DISPENSARY,
28th April, 1891. 868

VOL. XIX.—No. 3.

CHINA REVIEW'

NOW READY.

THE MOUNT AUSTIN HOTEL.

A SELECT FAMILY and RESIDENTIAL HOTEL, situated 1,400 feet above the sea level, commanding on the one side a magnificent view of the Harbour, with the Mainland in the distance, and on the other of hills and mountains, with the sea beyond dotted with islands as far as the eye can reach, surrounded by extensive promenades and pleasure grounds, including three good Tennis Courts. The Mount Promenade plots is nearly an acre in extent.

The Hotel is replete with every accommodation for Families and Gentlemen.

The Manager, Mr. ROBERT INWELL, will be assisted by an efficient Lady Staff, and the Hotel will be conducted upon the best English system. The accommodation comprises a spacious Dining Hall, Private Dining Rooms, Drawing, Reading, Smoking, Billiard, and Private Sitting Rooms, with forty-four Bedrooms each provided with separate Bath-room and every convenience.

Trainway Tickets will be supplied to Visitors at Reduced Rates.

The HOTEL will OPEN on JUNE 1st.

For Terms apply to the SECRETARY, for the above Line.

DODWELL, CARLILL & Co.

Hongkong, May 16, 1891. 1003

THE NATIONAL BANK OF CHINA, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SECOND CALL OF TWO POUNDS
(42½) Sterling per Share is PAYABLE at the TEMPORARY OFFICES of the Bank No. 7, Plaza, or on or before 20th JUNE, 1891.

By Order of the Board of Directors.

W. H. FORBES,
Chairman.

Hongkong, May 21, 1891. 1042

THE CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE CANTON INSURANCE OFFICE, LIMITED.

NOTICE is hereby given that an EXTRA

ORDINARY General MEETING of the CANTON INSURANCE OFFICE, LIMITED, will be held at the Company's Office, situated in Pader's Street, Victoria, in the Colony of Hongkong, on FRIDAY, the 5th day of JUNE, 1891, at seven o'clock (noon) for the purpose of confirming the Special Resolution passed at the Extraordinary General Meeting held on the 21st day of MAY, 1891.

Dated this 21st day of MAY, 1891.

JARDINE, MATHERSON & Co., General Agents.

Hongkong, May 6, 1891. 928

THE CANTON INSURANCE OFFICE, LIMITED.

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Dated this 21st day of MAY, 1891.

JARDINE, MATHERSON & Co., General Agents.

Hongkong, May 6, 1891. 928

Business Notices.

LANE, CRAWFORD & C°

HAVE NOW UNPACKED

THEIR NEW STOCK OF

CALCUTTA PITH

SUN HATS.

—

STRAW HATS.

—

NEW "TERAI" HATS.

—

LANE, CRAWFORD & Co.

Hongkong, May 7, 1891. 335

W. POWELL & Co.

EX-STEAMSHIP, SUTLEJ.

LADIES' AND CHILDREN'S

UNDERCLOTHING

OF EVERY DESCRIPTION.

W. POWELL & Co.

Hongkong, May 17, 1891. 1073

ROBERT LANG & Co.,

TAILORS, GENERAL OUTFITTERS, &c.

(OPPOSITE HONGKONG HOTEL).

NOTICE.

OUR STOCK OF SEASONABLE GOODS IS NOW COMPLETE in all the NEWEST MATERIALS, comprising:—A Large Variety of DRESS SUITING from \$30 upwards. TWEEDS for SUITS, ULSTERS and INVERNESS CAPE, CORDS and ELASTICS for RIDING and SHOOTING, BRUCHES and LEGGINGS.

EVENING DRESS SHIRTS, COLLARS, TIES, GLOVES, SILK, LISLE THREAD and CASHMERE SOCKS; PATENT LEATHER PUMPS and SHOES &c. &c.

REPAIRS AND RE-BUILDING.

PIANOS, ORGANS, &c., repaired in the best manner and made equal to New.

We have had 18 years extensive experience in China, and all our TUNERS and REPAIRERS have been trained in the best factories in England—Estimates FREE and Work GUARANTEED.

MOUTHLIE, ROBINSON & Co., (From J. BROADWOOD & Sons and COLLARD & COLLARD).

PEAK HOTEL. 50 BEDROOMS.

VICTORIA GAP, ADJOINING THE TRAMWAY.

W. THOMAS, Manager. TELEPHONE, No. 29.

THE CUISINE is under the best supervision and every luxury obtainable is supplied,

To-day's Advertisements.

ZETLAND LODGE.

No. 323.

A LODGE will be held in the Freemasons' Hall, Zetland Street, on MONDAY NEXT, the 1st of June, at 8.30 p.m. precisely. VICTOR BRETHFELD and cordially invite.

Hongkong, May 27, 1891. 1076

HONGKONG CHIKEI CLUB.

THE accommodation in the Pavilion having been found insufficient, an EXTRAORDINARY General MEETING will be held on FRIDAY, the 5th June, at 5.30 p.m. in the Pavilion, to consider the advisability or otherwise of extending the Building.

ARTHUR K. TRAVERS,
Hon. Secretary,
Hongkong, May 27, 1891. 1077

NOTICE TO MARINERS,
No. 246.

CHINA SEA.

NEWCHUWANG DISTRICT.

PORT ARTHUR LIGHTHOUSE.

NOTICE is hereby given that a LIGHT has been ESTABLISHED at Port Arthur. The illuminating apparatus is Fixed Dioptric of the Sixth Order, showing a white light between the bearings S. 50° W. and N. 27° W. The bearings are magnetic and from sea-ward.

The Light is elevated 90 feet above the level of the sea, and in clear weather it should be visible at a distance of 8 nautical miles.

The Tower is round, of iron, with a total height from its base to the top of the lantern of 22 feet, and it is situated on the bluff at the western side of the entrance to Port Arthur.

The Tower is painted in black and white horizontal bands; the Dwelling is white. Approximate position:

Latitude..... 35° 47' 26" N.

Longitude..... 121° 10' 26" E.

North.

The Port Arthur Lighthouse is in the Newchuwang Customs district, but it is under the control of the Chefoo Customs.

By Order of the Inspector-General of Customs.

A. M. BISBEE,
Customs Inspector.Imperial Maritime Customs,
Coast Inspector's Office,
Shanghai, 21st June, 1891. 1069NOTICE TO MARINERS,
No. 247.

CHINA SEA.

CHEFOO DISTRICT.

OBSERVATORY ISLAND LIGHT.

NOTICE is hereby given that a LIGHT has been ESTABLISHED on Observatory Island to mark the West Entrance to Wei Hsi Wei Harbour.

The illuminating apparatus is Fixed Dioptric of the Sixth Order, showing a red light between the North-West shoulder of Leu-Kung-Tan Island and S. 40° 1' V., a white light between S. 40° 1' W. and S. 28° 2' W., and a red light between S. 28° 2' W. and N. 27° 1' W. The bearings are magnetic and from sea-ward.

The Light is exhibited at an elevation of 61 feet above the level of the sea, upon an iron framework, painted white, which stands near the western shoulder of Observatory Island, and in clear weather the white light would be visible at a distance of 6 nautical miles.

Approximate position:

Latitude..... 37° 30' 26" N.

Longitude..... 122° 10' 26" E.

DIRECTIONS.

Vessels entering should keep in the white sector with the light bearing S. 37° 30' W., magnetic, the round and bear N. 45° 1' E. and similarly to the right turn inward into the red sector and round the north western end of Observatory Island at a distance of not less than two cables.

By Order of the Inspector-General of Customs.

A. M. BISBEE,
Customs Inspector.Imperial Maritime Customs,
Coast Inspector's Office,
Shanghai, 21st May, 1891. 1070NOTICE TO MARINERS,
No. 248.

CHINA SEA.

CHEFOO DISTRICT.

CHAO PEI TSUI LIGHTHOUSE.

NOTICE is hereby given that a LIGHT has been ESTABLISHED at Chao Pei Tsui to mark the East Entrance to Wei Hsi Wei Harbour.

The illuminating apparatus is Revolving Dioptric of the Fourth Order, showing white light between S. 40° 1' V. and S. 28° 2' W. The bearing are magnetic and from sea-ward.

The Light is elevated 94 feet above the level of the sea, and in clear weather it should be visible at a distance of 15 nautical miles, except where obscured by the land.

The Tower is round, of iron, 21 feet high, with a total height from its base to the lantern vanes of 354 feet.

The Tower and Dwellings are white.

Approximate position:

Latitude..... 37° 27' 41" N.

Longitude..... 122° 15' 5" E.

By Order of the Inspector-General of Customs.

A. M. BISBEE,
Customs Inspector.Imperial Maritime Customs,
Coast Inspector's Office,
Shanghai, 21st May, 1891. 1071

NAVIGAZIONE GENERALE ITALIANA

(FIORI & RUMATTISI UNITED COMPANIES)

STEAM FOR

SINGAPORE, PENANG & BOMBAY,

Having connection with Company's Mail

Steamers to ADEN, SUZU, PORT SAID,

MESSINA, NAPLES, (LEGHORN),

and GENOA; all MEDITERRANEAN,

ADELAIDE, LEVANTINE and SOUTH AMERI-

CAN PORTS, up CALMAO. Taking cargo

at Shanghai, and to PERSIAN GULF

and BAGDAD.

The Co.'s Steamship

Bisbee.

G. OENKOO, Master, will

be despatched as above

on THURSDAY, the 4th June, at Noon.

At BOKHAR the Steamers are discharging

in VICTORIA DOCK.

For further Particulars regarding Freight

and Passage, apply to

CARLOWITZ & Co.,

Agents.

Hongkong, May 27, 1891. 1072

Business Notices.



HATS. HELMETS. HELMETS. HATS.
WALKING TENNIS SHOES. SHOES.

GENTLEMEN'S OUTFITTERS.

Hongkong Trading Company, Ltd.

984

To-day's Advertisements.

POSTPONEMENT.

ARRIVALS.

May 16, 1891.—

Thames, British steamer, 2,101, W. A. Seaton, Shanghai May 23, Mails and General, P. & O. S. N. Co.

Libelle, British steamer, 805, G. Grant, Saigon May 22, Rice. — E. C. RAY.

May 27.—

Ningpo, German steamer, 762, R. Kohler, Shanghai May 22, General. — SIEMENS & CO.

Triton, British steamer, 1,105, Anderson, Wuhan May 20, Rice. — BUTTERFIELD & SWANSON.

Yamou, British steamer, 887, W. H. Swatow, Swatow May 26, Bullard — JAMESON.

Amoy, German steamer, 815, Th. Lehmann, Wuhan May 23, Rice. — SIEMENS & CO.

Friedel, Danish steamer, 397, C. L. Strand, Ningpo May 24, Hohlow 26, General. — ARTHUR K. TRAVERS.

The P. & O. S. N. Co.'s Office, Hongkong, May 27, 1891. 1072

STEAM TO YOKOHAMA, TWA NAGASAKI AND KOBE.

(Passing through the INLAND SEA.)

The P. & O. S. N. Co.'s Steamship.

The Captain W. D. MUDIE.

will leave for the above places at Noon on SATURDAY, the 30th Inst., and not as previously advertised.

E. L. WOODIN,
Superintendent.

The P. & O. S. N. Co.'s Office, Hongkong, May 27, 1891. 1072

GLEN LINE OF STEAM PACKETS.

FOR LONDON VIA SUEZ CANAL.

The Steamship.

The Captain W. D. MUDIE.

will leave for the above places at Noon on SATURDAY, the 30th Inst., and not as previously advertised.

A. M. BISBEE,
Customs Inspector.

Imperial Maritime Customs, Coast Inspector's Office, Shanghai, 21st June, 1891. 1069

NOTICE TO MARINERS,

No. 247.

CHINA SEA.

CHEFOO DISTRICT.

OBSERVATORY ISLAND LIGHT.

The P. & O. S. N. Co.'s Office, Hongkong, May 27, 1891. 1073

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SWATOW AND TIENSIN.

The Co.'s Steamship.

The Captain W. D. MUDIE.

will be despatched for the above port on SATURDAY, the 30th Inst., at 4 p.m.

For Freight or Passage, apply to

RUSSELL & Co., General Manager.

Hongkong, May 27, 1891. 1074

FOR MANILA (DIRROT.)

The Steamship.

The Captain W. D. MUDIE.

will be despatched for the above port on SATURDAY, the 30th Inst., at 4 p.m.

For Freight or Passage, apply to

RUSSELL & Co., General Manager.

Hongkong, May 27, 1891. 1075

FOR NEW YORK.

The 3/3 L.1. British Barque

Caribou, will load here

for the above Port, and will

have quick despatch.

For Freight, apply to

RUSSELL & Co., General Manager.

Hongkong, May 27, 1891. 1076

"LEMOINE" NATURAL CHAMPAGNE.

(Without Liqueur.)

AWARDED PRIZE MEDAL,

PARIS, 1889.

THE SPECIAL FEATURES of this Pure CHAMPAGNE are—

1st.—Its entire freedom from the usual sugar candy, etc., and consequently more fresh, clear and more wholesome.

2nd.—Its DELICACY, due to the first pressing only of the grapes being used; the late pressings make the wine rough and coarse, and necessitate the use of liqueur.

3rd.—Its NATURAL DRYNESS, which is not agreeable, making it more agreeable than satisfying.

4th.—No liqueur being added, the process of re-fermenting is very rapidly effected; so avoiding the large loss or carbonic acid—the most valuable property of Champagne.

Champagne should always be drunk cold; but to half freeze a light delicate wine by putting it in an ice-pail for the best part of an hour, is to destroy all its fine wine properties.

In former years, when heavily liqueured Champagne were alone obtainable, a good freezing was necessary to hide this insipid sweeteness of a ten per cent. dose of sugar candy and alcohol; but consumers now demand a wine free from unusual sweet and/or alcohol—a sparkling vintage which can be taken freely at luncheon or dinner, and which will improve, rather than destroy, the appetite.

Price per cent. qts. \$22.00; pts. \$23.00.

DAKIN BROTHERS OF CHINA, Ltd.

Sole Agents for China.

Hongkong, May 27, 1891. 1077

POST OFFICE NOTICES.

MAILS will close:

For SHANGHAI.—At 9.30 p.m., on Thursday, the 28th Inst.

For HOIHOW & PAKHOL.—At 4.30 p.m., on Thursday, the 28th Inst.

The P. & O. S. N. Co.'s Ship.

The Glen Line steamship Glenaron, from London, left Singapore on May 27th, and may be expected here on or about June 2nd.

The P. & O. S. N. Co.'s Ship.

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The

THE CHINA MAIL

well known to you, and consequently need not be referred to here. But I will venture to assure you that if the British Consul and his family are still to their interests, I shall be surprised if they do not soon realize handsomely, on some parts of their property, and still retain a ample lands to deal with at a later stage.

Hoping my efforts have been such as to merit your approval.

I am Sir, your obediently,

[Signed] THOMAS BLAMEY,
EXTRACT FROM HIS HANDBE'S LETTER OF
5TH MAY 1891.

Mr Blamey goes so fully and clearly into all matters connected with the prospecting and development works at Gubau that there is little left for me to add regarding our chief point of interest for the time, as regards prospecting, further than to fill in some particulars which he seems to expect would be supplied from this office.

Mr Blamey writes "good gold was got in places in this drive [south of No. 1 cutting and No. 2] and I have the pleasure to confirm this to the following figures—the Ten Tons mill on Monday and Tuesday last week, as advised by that mill having yielded 441 ounces of selected Bullion, a result which I am advised in a telegram to you of this date. These ten tons were the entire winnings from the sinking of the line of road in No. 1 Shaft and No. 1 cutting immediately to the south of it, extending ten feet in length and to a depth of six feet, and including about eight tons of stuff from core of lode all unpicked. This result includes nothing from blanket sands or race tailings, this not yet having been treated, owing to want of water; still I do not count much on them, the gold being very little mineralized. The quartz in this cutting and the drosses do not appear at the greater depth, and the carriage of \$1 per picul to the mill made it unavoidable to incur that expense upon it; but that it carries gold to show a good return on local milling there is good reason for believing, and it is satisfactory to know that this lode matter has given good proof of being rich in other points to the North of No. 1 Shaft. Last Saturday I saw a dulong of quartz taken from a cap of lodes to drive between No. 1 West Cross Cut and No. 1 Outtong, cut and washed and which gave a good 2 ounces of the gold. Writing of the gold already won at Gubau, Mr Blamey adds "Over 800 pounds of gold rough gold, 62 3 9 of bold nuggety gold, 69 15 7 122 18 16 add to this the stock previously advised 49 11 5 and winnings for week ending 26th April, 6 3 14 gives a grand total of 178 13 11 independent of the 446 ounces Bullion from crushing and winnings up to last night, brought in last night, but not yet washed and cleaned, but which will surely bring that up to 250 ounces, with information I shall include in to-day's telegram, adding that it will be shipped by first good opportunity."

Please understand that I purpose shipping this first lot of Gubau gold in the native state, only cleaned as far as can be done by washing, but with the quartz as found, as, besides being pleasing to the eye it is believed that the value of the district in which this deposit lies will be greatly enhanced to persons who understand such matters by the presence of quartz through the sample. The melted gold will go as a Bar, and I just wish to be in Hongkong to witness the commotion that will be made in mining circles and the holders of Puyon Script when what has been written, is proved to be the actual price of the gold.

With regard to Mr Blamey's remark why we are not producing the gold known to be present at Gubau, you have already had explained in previous correspondence, and, while we wait instructions from the Directors on many points sent them for consideration, no time is being lost to more thoroughly acquaint ourselves with Gubau and its neighborhood, and you will judge of the importance of Mr Blamey being in constant attendance where the run of the stuff (affectionate matter) is available to be mined.

Mr Becher writes under same date.

You will be pleased to know that everything is progressing so satisfactorily, but for the lack of water which prevents milling otherwise the output of gold and quartz from both Jais Mine and your prospecting workings at Gubau is going a considerable way towards affording the material for returns against working expenses.

PRESENTATION TO ACTING CHIEF INSPECTOR CRADOCK.

Acting Chief Inspector Cradock, of the Hongkong Police, who is leaving the Force after over twenty-four years' service, was presented to-day by the members of the Force with a gold watch and chain.

The Acting Captain Superintendent of Police (Mr G. Horpool), in making the presentation, said:—Mr Cradock—I have just been asked to preside at this official "Good-bye" to you to-day, on the eve of your leaving us, on pension, but I really am quite at a loss as to what I am to say. It does not appear so long since I first saw you here, a young police constable, but it really is more than twenty-four years. Promotion in the force in those days, as compared with the present time, was very rapid, and you rose to the rank of Inspector in the short space of eighteen months. You have been acting Chief Inspector for the past eleven months and you had previously held the same appointment on several occasions. During the last half of your service, previous to that, you were in charge of the Water Police, a most important post, and on which you were instrumental in saving the lives of two persons in the harbour for which you were awarded a first-class gold medal for meritorious conduct. You have also taken your share of active service, and some years ago, when in charge of the Kowloon District Police, you were rather severely wounded. We are sure that you are now retiring on account of the state of your health, but we hope that it will be much improved by the trip home, and quite restored by a quiet home life, and that you may live long in the enjoyment of your well-earned pension.

In saying goodbye to you the Members of the Force tender their best wishes and ask your acceptance from them of this watch and chain and token of their esteem and regard. I think it may be the means, from time to time, of recalling to mind some pleasant memories of your service here during nearly a quarter of a century of your life—and give a kindly thought to those still left behind, serving in the Hongkong Police.

London, 11th May.—A resolution has been passed by the Newfoundland Legislature engaging the colony to adopt such laws as may be necessary to carry out the proposal made to the Imperial Government by their delegates. The Admiralty have decided to reinforce the North America Station with the new cruiser *Tarant* and a torpedo vessel.

Mr Gladstone was yesterday seized with a sudden fit of shivering and has since been confined to his room, which Sir Andrew Clarke has forbidden him to leave for several days.

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THE TAXATION OF SHIPPING.
The following is the concluding part of the letter of the Secretary of the Chamber of Commerce to the Acting Colonial Secretary:—

His Excellency has been pleased to make allusion in the concluding sentence of his minute to some points which appear to call for reply. The comparison between the burden of taxation on shipping in this Colony and Singapore opens a wide field for discussion; the situation and conditions of the two places are so dissimilar that it is hardly possible to institute a comparison that would be of value if attempted. On a reason doubtless for the lesser rate for ordinary light dues levied in this Colony is, perhaps, owing to the greater annual tonnage handled, upon which the tax is charged, compared with that which passes through Singapore. And the cost of applying of their lighthouses may be considerably greater than ours. However this may be, my Committee consider it more prudent not to institute comparisons suggestive of levelling up to the taxation of Singapore.

His Excellency further directs attention to the tonnage dues levied at the ports of China, which in comparison with the rates charged in Hongkong fall upon large vessels, he states, "with a value of 15 to 20 times greater than this Colony's levy." The Committee consider sufficient reflection was not given by His Excellency's message to the subject when this statement was permitted to be published. The Imperial Government of China's charge for tonnage dues is 62 Mills per ton, or 12 Mills per ton of the value of the cargo. The Colony's charge for light dues in 2½ Mills can be taken as 100% of the Colony's tonnage. Significantly His Excellency's statement is borne out. Viewed more closely it will be found that the Chinese tonnage dues are only payable once every four months and during that period vessels can enter, as often as twice, or all, of the 21 Treaty ports of China, giving a range of about 3,144 miles of sea and river traffic. Along this distance the land is lighted in a manner that commands the admiration of the mariner, while all the various duties of the harbours in the 21 Treaty ports are conducted without additional charge to shipping. Compare this with the paltry similar service of this Colony with its present three lighthouses, including the Gap Rock, four, or five miles of a few miles of coast, for which the charge of 2½ Mills per ton has to be paid each time that the European constructed vessel enters the waters of the Colony. Instead of the Colony's tax, or any increase theron, being impracticable, it is not so. And further, my Committee would earnestly remind His Excellency that the "negligible quantity" of the risk of transfer from the Colony of its present distributing centre is not to be so lightly estimated as His Excellency appears to think. The Colony may retain the "centre," but the Government's powers to levy additional taxation on shipping, which in the opinion of my Committee would be unwise, for general revenue purposes, may depart Hongkong into an almost measurable distance of China; a few minutes would permit the transfer of vessels from the Colony to China's waters. Vessel bound for the various ports of China, touching at Hongkong, could avoid the Colony's waters entirely and yet might take all the commercial advantages, while the Colony's revenue and prestige would suffer.

This Chamber has for many years urged the reduction of the charge for light dues to a point that shall simply suffice for the expenditure necessary for the maintenance of the lights; that revenue for general purposes should not be levied upon shipping under the guise of light dues; and latterly, in sympathy with the movement that is agitating most civilised countries, the Chamber has advocated their total abolition. To tax, for the payment of special services—the expenditure for which can be distinctly ascertained—in excess of what they cost, is an economic mistake, in addition to being inequitable. The total abolition of the dues—whether 2½ Mills or \$1,000 per annum, the probable uptake of the four lighthouses—would be a matter of high relief for this Colony and would simply repay any apparent additional burdens that it might be necessary to impose on the inhabitants for general revenue purposes. The trade of this Colony is almost solely shipping. The possibility of the island becoming a manufacturing centre depends upon shipping. A daily intercourse with all parts of the world for the exchange of products is a first necessity to a manufacturing community. Every vessel that enters this harbour adds, inasmuch as it may be, to each inhabitant's benefit, in the shape of work for certain classes, in direct money payments to others. These gains far outweigh the extra impost that rate-payers might have to bear if light dues were abolished. The present charge of dues is direct, as simple, and so commends itself to the Government and some of the Committee, who do not grasp the fact that our endeavour should be by every means to draw others to attract, not almost compel, shipping to enter our port. Considering the indictment to shipping, "there is nothing to pay in the port of Hongkong," our position, as it were, is that of shopkeepers having a certain commodity for sale, viz. the advantage of the port. Is it prudent to charge an entrance fee to our customers? or is it wise to consider that our taxes would be triflingly increased by granting such facilities when it is well known that the concession will return us considerably more than it costs? There is hardly a branch of commerce or an inhabitant, however situated, that would not derive benefit from the attraction of additional tonnage to the Colony's waters.

In conclusion, my Committee desire me to express regret at the tone of His Excellency's minute. The Colony has always adopted the moderate position of advocating to the Government all matters affecting the commerce of the Colony. No feelings of personality or partisanship have influenced the Committee at any time in the various communications tendered by the Government, which have hitherto been of the most distinctly courteous and pleasant character. But His Excellency's minute would seem rather to depart from the mutual good feeling that previously existed.

I have the honour to be, Sir, your most obedient servant,

F. HENDERSON, Secretary,
Hongkong General Chamber of Commerce.

The Honourable W. M. DRAKE, M.A.,
C.M.G., etc., etc. Acting Colonial
Secretary.

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:—

ADMIRAL OZIO, American barque, Capt. F.
Carleton—Reuter, Broekmann & Co.

CAMULASAN, British ship, Captain B.
Carland—Russell & Co.

OMEGA, British barque, Captain A. V.
Brown—Master.

VELOCITY, British barque, Captain R.
Martin—Chinese.

Mails.



STEAM FOR
SINGAPORE, PENANG, COLOMBO,
ADEN, ISMAILIA, PORT SAID,
VALTA, GIBRALTAR, MARSEILLES,
BRINDISI, TRIESTE, VENICE,
PLYMOUTH AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA,
AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills
of Lading for CHINA, TAIWAN,
GUAM, PORTS MARSSELLA,
TRIESTE, HAMBURG, NEW YORK
AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM
Navigation Company's Steamship
THAMES, Capt. W. A. SAVAGE, R.N.R.,
will be despatched from this port on
TUESDAY, May 29, 1891, to San Francisco,
and return on SATURDAY, the 30th
May, 1891, at 1 p.m. connection being
made at Yokohama with Steamers from
Shanghai and Japan Ports.

Parcels and Specie should be marked
to the Company's Office until 6 p.m. the
day previous to sailing.

First-class Fare granted as follows:—

To San Francisco \$225.00

To San Francisco and return, 303.75

To Liverpool 325.00

To London 332.00

To other European points at proportionate
rates. Special reduced rates granted
to Officers of the Army, Navy, Civil Service
and the Imperial Chinese Customs, to be
obtained on application.

Passengers by this Line have the option
of proceeding Overland by the Southern
and connecting Lines, Central Pacific,
North Pacific or Canadian Pacific
Railways.

Passengers, who have paid full fare, re-
marking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

For further Particulars apply to
the Company, No. 50, Queen's Road Central.

This Steamer takes Cargo and Passengers
for MARSEILLES. E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, May 27, 1891. 1040

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

PROPOSED SAILINGS FROM HONGKONG, 1891.

(SUBJECT TO ALTERATION.)

Empress of Japan	Tuesday	June 2nd.
Empress of India	Tuesday	June 30th.
Empress of China	Tuesday	July 28th.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA AND SAN
FRANCISCO.

THE U. S. Mail Steamship CHINA
will be despatched for SAN FRANCISCO,
via YOKOHAMA, on THURSDAY,
the 11th June, at 1 p.m., taking
Passengers and Freight to Japan, the
United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via
Overland Railways, to Havana, Trinidad,
and Demerara, and via the ports of Mexico,
Central and South America, by the
Canadian and connecting Steamers.

First-class Fare granted as follows:—

To San Francisco \$225.00

To San Francisco and return, 393.75

available for 6 months 393.75

To Liverpool 315.00

To London 332.00

To other European points at proportionate
rates. Special reduced rates granted
to Officers of the Army, Navy, Civil Service
and the Imperial Chinese Customs, to be
obtained on application.

Passengers by this Line have the option
of proceeding Overland by the Southern
and connecting Lines, Central Pacific,
Northern Pacific or Canadian Pacific
Railways.

Passengers, who have paid full fare, re-
marking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Fare will be received on board until 4
p.m. the day previous to sailing. Parcels
will be received at the office until 3 p.m.
same day; all Parcel Packages
should be marked to address in full; value
of same is required.

Conular Invites to accompany Cargo
destined to points beyond San Francisco,
in the United States, should be sent to the
Company's Office in Sealed Envelopes,
addressed to the Collector of Customs at San
Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 50, Queen's Road Central.

J. S. VAN BUREN,
Acting Agent.

Hongkong, May 19 1891. 1017

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS POSTE FINANCIERS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY,

MADRAS, CALCUTTA, ADEN, SUEZ,
PORT SAID;

MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES AND PORTS
OF BRAZIL, AND LA PLATA;

LONDON, HAYTE AND BORDEAUX.

Agents.

Hongkong, May 16, 1891. 922

INSURANCES.

QUEEN FIRE INSURANCE COM-
PANY.

THE Undersigned, Agents for the above
Company, are prepared to ACCEPT
RISKS AGAINST FIRE at Current Rates.

NORTON & CO.,
Agents.

Hongkong, July 15, 1891. 1340

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

G. D. CHAMPAUX,
Agent.

Hongkong, May 20, 1891. 1031

Mails.



Occidental & Oriental Steam-
Ship Company.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID,

BRINDISI, GENOA,

ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIC PORTS;

ALSO

ATLANTIC & OTHER CONNECTING
STEAMERS.

THE OVERLAND RAILWAYS,

AND

ATLANTIC & OTHER CONNECTING
STEAMERS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

THE Steamship GAELEC will be
despatched for San Francisco, and
Yokohama, on SATURDAY, the 30th
May, 1891, at 1 p.m. connection being
made at Yokohama with Steamers from
Shanghai and Japan Ports.

Parcels and Specie should be marked
to the Company's Office until 6 p.m. the
day previous to sailing.

First-class Fare granted as follows:—

To San Francisco \$225.00

To San Francisco and return, 393.75

To Liverpool 325.00

To London 332.00

To other European points at proportionate
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and the Imperial Chinese Customs, to be
obtained on application.

Passenger by this Line have the option
of proceeding Overland by the Southern
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North Pacific or Canadian Pacific
Railways.

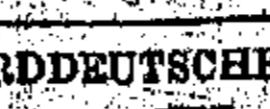
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Acting Agent.

Hongkong, May 19 1891. 1017

Mails.



NORDDEUTSCHER LLOYD

NOTICE.

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